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The China Mail.

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HONGKONG
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HONGKONG, TUESDAY, NOVEMBER 25, 1913.

星島大報

PRIME, 88.00 Per Month.

VITAFER.

The Greatest of the Tonic Foods.

VITAFER is the essence of finest British milk, sterilized—concentrated and granulated—combined with the Glycero-phosphates of Sodium, Calcium, and Magnesium.

Vitafers is rich in body-building and nerve-restoring elements, the milk constituents form flesh and muscle, whilst the Glycero-phosphates revitalize the nerves and brain. This latter effect is due to Organic Phosphorus being present in the food in the particular form in which it occurs in the human body.

Vitafers is a genuine restorative, and not a mere transitory stimulant.

Sole Agents—

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UMEMOTO.

PROFESSIONAL TATTOOER.

Orders attended to at the residence of Customers, if desired.

Finest work done by hand only.

No. 12, Queen's Road East,
Hongkong, Oct. 3, 1913. 1180

DOCTOR AND A LADY PATIENT'S WILL.

A Kiss, But No "Undue Influence."

Allegations of undue influence by a doctor in regard to the making of a patient's will were made in the London Probate Court recently in an action concerning the estate of the late Mrs. Julia Beale Clout, of Oldwick, near Bognor, who died in July last year.

The jury found there was no truth in the charge, and that the testatrix was of sound mental capacity.

Mrs. Clout's estate was valued at about £1,200 gross and £400 net. The plaintiffs, Mr. Walter Pickering Wilson and Miss Laura Ann Wilson, both of Basall Heath, Birmingham, brother and sister of the deceased, claimed revocation of the probate granted of a will dated Feb. 5, 1912, and a codicil of May 20, 1912, under which the defendant, Dr. John Michie, of Bognor, ex-chairman of the local District Council, was sole legatee.

Mr. Murphy, for the defence, said the lady had previously made a will leaving her property to the plaintiffs, but afterwards changed her mind, as she considered they had neglected her. The documents now disputed were drawn up by a solicitor of prominence in the district without the knowledge of the defendant, who did not learn until later that she was being benefited.

Mrs. L. Walker, a nurse who attended Mrs. Clout until her death, declared that a few hours after the funeral Miss Wilson arrived at the house, and said if her sister had not left her money to her (Miss Wilson) and her brother she ought to be brought back to life again and suffer fifty or a hundred times more than she had.

Did you ever tell anyone the doctor had played his cards well?—No, never.

Did Mrs. Clout tell you she was in love with Dr. Michie?—Yes, she may have told me that. There are many foolish women who say a thing like that. (Laughter.)

Dr. Michie denied that he had ever influenced the testatrix. He believed she was grateful to him.

You never kissed her?—Yes, I did.

How often?—Well, it was at the end before she died. She said she could not express her gratitude towards me.

Miss Margaret Stewart, called for the plaintiffs, said she thought Mrs. Clout was infatuated with Dr. Michie.

Miss Laura Ann Wilson, one of the plaintiffs, said that in June, 1912, she received a letter from her sister saying, "Good-bye for ever," and enclosing a postal order for £1. It was not true that after the funeral she used abusive expressions about her dead sister.

Another witness described the testatrix as a woman of changing moods.

Mr. Justice Hargrave Deane, in summing up, said his suggestion that testatrix had the illusion that she was in love with the doctor, and that he was in love with her, seemed to be an after-thought. The evidence showed that the plaintiffs did not visit their sister, although they wrote asking for money.

The jury having returned their verdict, as stated, the judge pronounced for the will, and refused an application for costs made on plaintiffs' behalf.

£150,000 FRUIT SALE.

Twelve hundred tons of dried fruit were sold recently for £150,000 at the Co-operative Wholesale Society's sale at Loughborough, Leicestershire.

A FAVOURITE RUB DOWN.

The rubber, the best ball player and all round athlete, has been the cause of Chamberlain's Rubbing Remedy. It is the thing that has made him a champion. All the world's athletes are using it. It is the best thing for aches and pains, and for all the ills that flesh is heir to. It is the best thing for aches and pains, and for all the ills that flesh is heir to. It is the best thing for aches and pains, and for all the ills that flesh is heir to.

BUSINESS NOTICES.

A GENERAL FAVOURITE

BOTH IN THE KITCHEN AND DINING ROOM.

MILKMAID

STERILIZED

NATURAL

MILK.



Pleases Everybody because it is Reliable. It is Pure, Rich, fresh Milk. Preserved only by the process of Sterilization, NOT

CONDENSED. Obtainable at all stores: packed in two sizes.

HOTELS

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STATION HOTEL
NATHAN ROAD,
KOWLOON.

ELECTRIC LIGHT AND FANS.
Bath-rooms to each Room.

Cold and Hot Water throughout.

PRIVATE AND PUBLIC BARS.

BILLIARD ROOM.

Private Dining Room.

EXCELLENT CUISINE.

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THE MANAGER.

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Hongkong, Feb. 3, 1913. 226

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Central Location.

ALL ELECTRIC TRAM-PASS ENTRANCES.
Electric Lifts, Fans and Lighting.
European Baths and Sanitary Fixings.
Hot and Cold Water System throughout.

Best of Food and Service.

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TELEGRAPHIC ADDRESS "VICTORIA."
Manager.

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HONGKONG.

UNRIVALLED position in the Hill district, overlooking the Botanical Gardens and facing the Victoria Harbour.

Yamouco quiet Suites with luxuriously fitted Bathrooms, Telephone and Electric Fans.

Telephone in Bedrooms and Sitting-rooms throughout.

Telephone No. 1128.

Cable Address: "Kingscleere."
A.B.C. Code 5th Ed.
Hongkong, September 1, 1905. 128

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29 WYNDHAM (FLOWER)
STREET.

LOCATION good for "Hillside Country" and ONLY TWO MINUTES' WALK FROM BUSINESS CENTRE.

Families, Residents and Tourists made thoroughly comfortable.

Terms Moderate.

Has one First-class Lawn.

Under the Personal Supervision of the Proprietor.

W. A. EBY.

BRASSFIELD PRIVATE HOTEL.

STANDARD ROOMS and BATHS.

Any and all requirements of the most modern and comfortable.

G. R.

To the
OWNERS OF DOMESTIC BUILDINGS

TAKE NOTICE that under No. 5 of DOMESTIC CLEANLINESS AND VENTILATION BYELAWS (as amended), every domestic building or part of such building within the EASTERN Division of the City of Victoria, occupied by Members of more than one family, except those within the European Reservation or in Kowloon South of Austin Road or those parts of a domestic building used as a Shop, Office or Godown, must be CLEANED and LIMEWASHED THROUGHOUT by the owners during the months of October and November.

N.B.—The word "throughout" used in this notice means that the houses should be Lime-washed in respect of all the Walls of each Room, all Outbuildings, Partitions, Stair Cases and Stair Landings, all Ceilings and the Under-sides of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Backyard must have its Containing Walls lime-washed up to the level of that Floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be Lime-washed, but must be Cleaned.

The EASTERN Division of the City is bounded on the West by Gilman Street and Peel Street. Kowloon is divided into the Eastern and Western Divisions by Nathan Road and a straight line drawn from the North thereof through the Yamouco service reservoir to the Northern boundary of Kowloon.

W. BOWEN-BOWLANDS,
Secretary.

Hongkong, Nov. 24, 1913. 1439

NOTICE.

NOORDIN'S Tailoring Establishment is now located at No. 13 Beaconfield Road.

Hongkong, Nov. 13, 1913. 1289

NOTICE.

WE have from this date, handed over our WINE and SPIRIT DEPARTMENT to Messrs. MACLEW FRICKEL & Co., to whom we recommend our PATRONS to apply for future supplies.

THE FRENCH STORE.

WE have purchased the Stock of WINE and SPIRITS carried by The FRENCH STORE and will be pleased to receive enquiries for these High Class Goods.

MACLEW FRICKEL & CO.
Hongkong, Nov. 1, 1913. 1244

BEST OLD CHINESE CURIOS.

FOR SALE.

SOME ten pieces of best OLD CHINESE CURIOS. Cheap rates. May be seen at the Chinese Curio Shop, 101, Cross Street, (1st Floor).

Apply to
CHONG KAU SON.
Hongkong, Nov. 14, 1913. 1414

THE GRAND CARLTON HOTEL

An Ideal Family Hotel with 1,000 Rooms.

FIRST CLASS IN EVERY RESPECT. COMPLETELY RE-NEWED. ALL MODERN CONVENIENCES.

BUSINESS NOTICES.

THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 787' x 88' x 34'.

Pumps supply Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Cables, etc.

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PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAUGHT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager, Mr. J. R. R. can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

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OUR BREAD

PERFECTION.

CAKES & PASTRY
PAR EXCELLENCE

TIFFINS, DINNERS & REFRESHMENTS THE BEST.
ALEXANDRA CAFE CO.

Hongkong, April 7, 1913. 43

THE HONGKONG HOTEL.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY
& LA CARTE GRILL ROOM.

J. H. TAGOART, Manager.

196

PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.
adjoining the Tramway Terminus 1,400 feet above Sea Level.

FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.

Telephone in all rooms. First-class Cuisine, Lounge, Smoking and Ladies Rooms. Roof Garden.

Terms:—From 45 pence per day. Max. Telephone Add: "Peaceful."
P. D. FEUSTER, Manager.

PEAK PRIVATE HOTEL.

AT MOUNTAIN VIEW.

Best position in Colony.
1,600 feet above sea level.
Cable Tram 5 minutes.

Close to Peak Club.
Magnificent View.
Telephone 1485.

Mrs. Ogilvie, Proprietress.

Hongkong, August 14, 1912. 1308

GRAND HOTEL.

NOTED FOR THE BEST FOOD, REFRESHMENTS, ACCOMMODATION AND CLEANLINESS.

CURIOUS UNDER SUPERVISOR SUPERVISOR

REPAIRS LIGHT & PAINT THROUGHOUT.

111 WYNDHAM STREET.

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BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LD.

Portland Cement

In Casks of 75 lbs. each.

In Bags of 50 lbs. each.

Shewan, Tomes & Co.

GENERAL MANAGERS.

WARD OFF THE COUGH

Cruickshank's Cough Balsam.

Soothes the inflamed lungs and bronchial tubes, cures the cough and gives strength against future attacks.

\$1.00 per bottle.

Prepared only by

THE

VICTORIA DISPENSARY, Queen's Road Central.

WEISMANN'S FOR BREAD.

WEISMANN'S FOR CAKES.

WEISMANN'S FOR CHOCOLATES.

Hongkong, Nov. 13, 1913.

Bournville

The "COCOA de Luxe"

HIGHEST GRADE
BRITISH MADE

CADBURY'S
BOURNVILLE COCOA represents the highest grade of nutritive cocoa at present on the market; it fully maintains its high reputation for food value and delicacy of flavour, and is second to none in any respect whatsoever. Medical Magazine, March, 1912.

CADBURY'S CHOCOLATES

In Tins and Fancy Boxes
Specially Packed for Export.

FROM THE FACTORY IN A GARDEN, BOURNVILLE, ENG.

Hongkong, Dec. 17, 1913.

CALDBECK-MACGREGOR & Co.

ESTABLISHED 1864.

DOW'S PORTS

ONE CROWN

AND TWO

BOTTLES

ARE

SENT

BY

POST

FREE

OF

POSTAGE

THE HONGKONG HOTEL CO., LTD.



Mr. Matland has something to say about equity, but when the Company has paid the Directors' expenses for a legal opinion which turned out to be wrong, I fail to see the equity of refusing to pay the Auditors' legal expenses for an opinion which was right. The Auditors have had to meet those expenses out of their meagre fees.

The role of the "scapegoat" is one I have no fancy for, and perhaps it is time shareholders should think that an auditor's duties do not wholly consist of making big pencil ticks in nice clean ledgers and seeing that payments for the office stationery are duly received.

As a shareholder, as distinct from an auditor, I have the following remarks to make:

It was not until 22nd July last that I bought any Hotel shares, and I hold in my name both old and new shares for myself and others, so it will be seen that I bought long after the recent rise had taken place and got no advantage from any special knowledge in my possession. In September, 1912, in fact the market value is lower now since I bought. The transfer deed states I bought them "subject to the several conditions" on which the transferor held the same, i.e., I bought whatever rights the old shareholders possessed. Now some of the scrip which came into my hands was in the name of the Dairy Farm Co., Ltd., and transferred to me by its directors—Messrs. J. W. Noble and J. Scott Hobson, under a recent transfer. Dr. Noble says:—"The trouble has arisen because some of the old shareholders have been tempted by the profit offered and sold their 'new' issue also. To all the result of speculation, gentlemen, nothing else. It is wrong in principle, it is not sound business."

Dr. Noble told me of the attitude he was taking on June 24th last, so he knows and I know, what was happening. If Dr. Noble, as director of the Dairy Farm Co., has taken my money for certain rights in the shares I purchased, I fail to see on what equitable grounds he can object to my trying to preserve what I have paid a full market price for. I think I have every right to say, as he does, "It is wrong in principle, it is not a sound business," but with more justification.

Dr. Noble says: "What trading is done on the strength of this uncalled capital? We have two classes of creditors. The Bank, to whom we owe \$50,416. The debenture holders, to whom we have contributed \$750,000 for us to trade with." The last published accounts showed the Bank a creditor for \$130,701 so Dr. Noble's figures have not been before the shareholders and presumably at those at date, but he has omitted any mention of sundry creditors, usually about \$50,000 to \$40,000, and this dividend is payable which requires for their borrowing from the Bank to meet it so that in addition to debentures there are about \$150,000 owing which, if the shares are called up, can be met and leave a not excessive sum in hand for any ordinary capital expenditure requirements without borrowing and thus place the Hotel in a very independent position as regards its finances, and it seems strange that the Hongkong Hotel Directors objected to be placed in this entirely position while directors in other Companies strive to attain. Granted this is the position now, it is not fair to assume this credit obtained from the uncalled capital was not of much more use during the past four years.

In the June, 1906, report (when the Company owed the Bank \$100,000) there appeared the following: "As there is an urgent need of additional funds to reimburse the overdraft to the Hongkong and Shanghai Banking Corporation, and to complete the payments for the new building, the readjustment, known as 'Hotel Misadventures', the directors desire, at an early date, to obtain the sanction of the shareholders so the issue of additional stock capital which they hope can be floated at a high premium," and as the sum

sequent general meeting the Chairman said:—"The Bank has not called for repayment, but the Directors consider that in the interests of the Hotel Company it would be better that new capital from shareholders should take the place of a large overdraft." The profits dropped after this, so it may be supposed that no new capital was forthcoming at a high premium, nor could the Directors call for a new capital contribution which

Midland now ranks so highly, for March, 1904, the Chairman said: "I shall be happy to tell you that you are in the Bank, which is raising money on the strength of debentures, but they would be glad to have the money. We are going to fund the new building with the money from these debentures, but at present we have not got it." There were then of \$250,000 worth sold, and at the time of the sale, 1900.

the new share issue, which, however, at \$850,000 sold and \$400,000 valuing at, and it was not until the end of 1912 that these excellent debentures were fully disposed of, when it can be said that the spending of capital is financed from new issue and the borrowing from Bank chiefly on the strength of the and the uncalled capital but so much the value of the — on which debentures are charged as to make Mr. Maynard say: "As safe as Bank of England Stock."

As a matter of fact, the last expenditure in view in 1909, to bring this Hotel into first class condition.

DINING ROOMS OVER THE SHOW ROOM and Light Refectory.

1991-1992

really \$318,000, viz.:	Properly account
\$387,000, furniture and electric plants	
\$121,800, spent as follows:—1000,	
\$102,800, 1010, \$219,000; 1011, \$187,000,	
as shown by the balance sheets, which	
also show how it was not, viz.:	
By further mortgaging the	\$122,000
property	
By owing increased amounts	
to the Bank and the cre-	
ditors— from \$288,000 to	
\$401,000	119,000
By loaning further capital	
paid-up	200,000
By providing out of profits	74,500
	\$314,500

It will thus be seen that the increase of the capital by \$400,000 in 1909 was required and was justified, and, any forthcoming official denial notwithstanding, it is nonsense to assume that the Bank did not look to the unrealized capital of \$200,000 as their best readily available security when they agreed to the gradual increase of the overdraft from \$204,000 to \$388,000, at \$18, December, 1911, especially, as their security in insured debentures was gradually decreasing and did decrease by \$122,000 during this period.

Dr. Noble apparently tried to draw the herd herding across the track in making so much of the debenture holders' looking to this uncalled capital of \$200,000 as their chief security, because he practically withdrew attention from the small Bank balance of, I assume from his figures, \$50,416 last month. Why did he not explain that the reason for the reduced Bank balance was the sale of \$328,000 of debentures since last January, 1909, and its reduction from \$138,000 last December by the profits of the present year less the dividend paid in March? I explain this particular reason for the reduction in the Bank overdraft to him on the 24th of June last. Why was he not frank, or

It is true, as Dr. Noble points out, that there is not so much use for this credit of uncalled capital now, but there has been, and the advantage gained has been absorbed by the old shareholders at the expense of the new during the past four years.

Now as to the intention of the Company in issuing new share capital. I have already pointed out that the Directors considered it in the best interests of the Company that they should not owe a large overdraft. Again in September 1908, the Chairman said, referring to the rebuilding scheme:—"We must have money," and indicated the increase of the mortgage debenture issue from £500,000 to £750,000, and a new issue of capital. At the extraordinary meeting in February, 1909, the Chairman said:

The time has now arrived when it is necessary to call up fresh capital to meet the expenses of the new South Block—there will be an issue of 8,000 new shares of \$50 each—that is, at par; the first cost of \$25 will be payable on 1st May next raising for dividend from that date. The balance of the capital will probably be required about six months later. The estimated cost of the new block is \$339,000. The iron framework has arrived and is being erected; the date for the completion of this part of the work is 27th May, while the whole building is due to be finished 15 months later, or, say, August next year. There were no further comments and the following resolutions were proposed:—

(1).—"That the capital of the Company be increased to \$1,000,000, by the creation of 8,000 additional shares of \$50 each ranking for dividend and in all other respects parri passu with the existing shares in the Company."

tioned shares be offered in the first instance at par to all members of the Company registered as shareholders on the first day of March, 1906, in the proportion of two new shares for every three original shares held by them and upon the footing that fifty per cent. of the full amount of each new share taken shall be paid to the Company on accep-

ance of the offer and that such offer may be made by notice specifying the number of shares to which the member entitled and limiting, a time within which the offer if not accepted by payment will be deemed to be declined and that the directors be empowered to dispose of the shares not taken in response to such offer as they consider expedient in the interests of the Company."

(To be Continued)

VIPERS IN AN ORGAN.

Two nests containing 172 and 238 young vipers respectively were discovered inside one of the pipes of the organ of the parish church of St. Peter and St. Paul, in the town of St. Peter, near the city of Palermo.

LOSING WEIGHT

BY THE ROUND
Under Weight, a condition of ill-health, shows your assimilative powers are decreasing.

**WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUND**

Supplies the blood with the wanted, sustaining and healthy flesh building materials. Very palatable.

FROM \$11.95 and up

Name.	Class.	Num.	Comd.	L.H.P.	Commander.	Last report on.
Alacrity	despatch vessel	1999	3	3000	Comdr. Archibald Cochrane	Canton
Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
Bambie	river gunboat	719	1	900	Lt.-Comdr. B. S. Fitchard	Shanghai
Brickmart	river gunboat	710	1	900	Lieut.-Comdr. W. H. Darvall	Shanghai
Cadmus	sloop	899	6	1400	Commr. H. P. E. T. Williams	Shanghai
Cherub	water tank and tug	308	—	300	Master H. Smith	Hongkong
Clio	sloop	879	6	1400	Comdr. Colin Mackenzie, D.S.O.	Shanghai
Fane	torpedo boat destroyer	380	1	1700	—	Hongkong
Hampshire	cruiser, 1st class	10,879	10	20,500	Capt. M. R. Hill	Shanghai
Kinshā	river gunboat	108	4	1500	Lt.-Comds. H. D. Marryat	Yangtze River
(Melin)	sloop	1049	—	—	Capt. F. O. C. Pasco	Hongkong
Minotaur	cruiser, 1st class	14,638	—	27,000	Capt. E. B. Riddle	Hongkong
Moorhen	river gunboat	180	1	900	Lt.-Com. Alan Dixon	West River
Newcastle	cruiser, 2nd class	4503	12	23,000	Capt. Frederick A. Powlett	Hongkong
Nightingale	river gunboat	16	1	240	Lieut.-Com. Malcolm Murray	Yangtze River
Other	torpedo boat destroyer	356	6	6300	Lt.-Comdr. R. Wilkinson	Hongkong
Ribble	torpedo boat destroyer	660	—	7500	Lt.-Comdr. E. J. G. Mackinnon	Hongkong
Rosario	despatch ship, submarines	980	—	1400	Comdr. N. E. Archdale	Hongkong
Robin	river gunboat	25	2	940	Lt.-Comdr. Nash	West River
Sandpiper	river gunboat	55	2	240	Lt.-Com. I. A. S. Hutton	Hongkong
Snipe	river gunboat	56	3	240	Lt.-Comdr. Maurice B. Leslie	Yangtze River
Taku	torpedo boat destroyer	367	1	6500	Gunner W. H. Byder	Hongkong
Tamar	reeving ship	6965	1	—	Commanders R. H. Austruther, C. M. A. Brougher	Hongkong
Teal	river gunboat	132	2	800	Lt.-Comdr. Hon. G. Stopford	Upper Yangtze River
Thistle	river gunboat	710	2	900	Lt.-Com. H. R. N. Ottwell-Dorman	Hongkong
Triumph	battleship	11,905	18	18,500	Capt. P. Sutherland, M.V.O.	Hongkong
Uak	torpedo-boat destroyer	526	—	7500	Lt.-Comdr. Maxwell	Hongkong
Virago	torpedo boat destroyer	355	6	6300	Lieut.-Com. Boddam-Whetham	Hongkong
Welland	torpedo-boat destroyer	360	—	7500	Comdr. Seymour	Hongkong
Whiting	torpedo boat destroyer	360	6	6500	Lt.-Comdr. R. Neville	Hongkong
Widgeon	river gunboat	195	2	800	Lt.-Com. J. O. F. Borrett	Upper Yangtze River
Woodcock	river gunboat	189	2	590	Lt.-Com. M. Blackwood	Yangtze River
Woodlark	river gunboat	190	2	570	Lt.-Comdr. Lloyd	Yangtze River
Yarmouth	light cruiser	3376	—	22,000	Capt. H. L. Cochrane	Shanghai
C.36	submarine	—	—	—	Lt.-Comdr. F. J. McGillivray	Hongkong
C.37	submarine	—	—	—	Lt.-Comdr. J. Gairnes	Hongkong
C.38	submarine	—	—	—	Lt.-Comdr. R. K. C. Pope	Hongkong
.035	torpedo boat	—	—	—	Lt.-Comdr. Handley	Hongkong
.036	torpedo boat	—	—	—	Lt.-Comdr. Stileman	West River
.037	torpedo boat	—	—	—	Lt.-Comdr. Tisot	West River
.058	torpedo boat	—	—	—	Lt.-Comdr. H. W. Seymour	Hongkong

Name.	Flag and description.	Tonnage.	Armament.	Officers.	Last report of	
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	—	Capt. Makovitz	Popehow	
Dupleix†	French armoured cruiser	10,314	30	20,000	Capt. Daveluy	Hongkong
Kleber	French armoured cruiser	9730	13	12,000	Capt. Goutz	Saigon
Decidée	French gunboat	445	10	1300	Lieut. Vandier	Saigon
Argus	French river gunboat	120	6	970	Lieut. Dordet	Canton
Vigilante	French gunboat	135	2	500	Lieut. de Jerville	Canton
Peiho	French gunboat	130	—	—	Lieut. Collin	Tongkew
Dondard de Legros	French gunboat	—	—	—	Lieut. Dupuy Duteau	Taberny-Hien
† Flagship of Rear-Admiral Colloch de Kerléo, Commander-in-Chief, the French China Station.						
Lynx	French sub-marine	—	—	—	Lieut. Boluix	Saigon
Protee	French sub-marine	—	—	—	—	Saigon
* Styr	French armoured gunboat	1785	10	1700	Lieut. Guillaume-Louis	Saigon
Fronda	French destroyer	369	7	303	Lieut. Aurillac	Saigon
Yberville	French destroyer	—	—	—	Capt. de Frigate Roussier	Saigon
Pistolet	French destroyer	130	7	300	Comdr. de Marquessac	Saigon
Mousquet	French destroyer	307	6	300	—	Saigon
Manche	French surveying-ship	1625	13	9000	Comdr. Voinin	Saigon
* Flagship of Capt. (Commodore) Bonedon, Commander-in-Chief, the French Indo-China						
London	German cruiser	3599	22	13,500	Capt. v. Jellström	Swatow
Onislaueau	German armoured cruiser	11,610	36	20,000	Captain Brumlinghaus	Tientsin
Ilia	German gunboat	900	12	1200	Comdr. v. Gohren	Shanghai
Jaguar	German gunboat	902	12	1200	Comdr. Yanselov	Tientsin
Leipzig	German cruiser	3350	20	11,000	Capt. Behnke	Tientsin
Luchs	German gunboat	908	12	1250	Comdr. Bendemann	Tientsin
Nürnberg	German cruiser	3410	22	13,200	Capt. Nienberger	Tientsin
Ottar	German river gunboat	—	—	—	Capt. Lieut. Friele	Tientsin
Scharnhorst	German flagship	11,999	36	20,000	Capt. Böhm	Tientsin
S. 90	German torpedo-boat	400	4	6500	Capt. Lieut. Berrenberg	Tientsin
Taka	German torpedo-boat	292	4	6000	Oblt. v. S. Classen	Tientsin
Tiger	German gunboat	900	10	1250	Comdr. Böcker	Tientsin
Tingtan	German river gunboat	223	4	1300	Capt. von Möller	Canton
Yatzealand	Japanese river gunboat	223	4	600	Oblt. a. S. Prinz	Shanghai
Calabria	Italian cruiser	3115	—	—	Comdr. Sommi Piccardi	Shanghai
Adomastor	Portuguese cruiser	1237	—	—	Capt. Amal de S. Dias	Macao
Macao	Portuguese gunboat	—	—	—	Capt. Martins	Macao
Patris	Portuguese gunboat	319	—	—	Captain José de Carvalho Orato	Macao

[illegible]

The power to excel, the confidence which ensures her brilliant successes, says the talented violinist, Miss Sybil Keymer, is entirely due to her abundance of vigorous *nerve force* created by Phosferine. How greatly the numerous distinctions and triumphant career of this accomplished musician are promoted by the *brain energy* and *physical stamina* developed by Phosferine, is evident from Miss Keymer's admission, that the tonic "enabled me to do myself justice." This power to excel, this ability to make *perfect use* of her skill, depends upon the marvellous *control* and *steadiness* of the *muscle nerves* Phosferine has given her, and to which she owes her entrancing tone and quality of her musical renditions. Naturally, this energising effect of Phosferine was accompanied by the disappearance of the headaches, listlessness, and fatigue, which were the bane of her public appearances, and it is this happy outcome which impels Miss Keymer to testify to the exceptional advantages to be derived from Phosferine.

Miss Sybil Keymer, "Riversmead," Albany Rd., Leighton Buzzard, Eng., writes: "I think I should inform you that I have recently derived very great benefit from the use of Phosferine. In the course of my profession I have to travel a good deal in getting to my various concerts, and I find that since using Phosferine I am never troubled with the headaches and listlessness which follow a long railway journey, particularly during hot weather. This is of very great importance to me, as frequently only a very little time elapses between reaching my destination and the commencement of a concert, and it is such a relief to feel fresh and ready for playing in public undisturbed by the fatigues of long travelling. It is because I feel that Phosferine enables me to do myself justice as a violinist, preventing any of the unsteadiness of the muscle nerves, which is so harmful to tone and quality, that I confidently commend the tonic at every opportunity."—July 11, 1912.

A PROVEN REMEDY FOR			
Indigestion	Maternity Weakness	Laxative	Sleeplessness
Indigestion	Premature Decay	Neuritis	Rheumatism
Neuralgia	Mental Exhaustion	Faintness	Headache
Scoliosis	Loss of Appetite	Brain Fog	Hysteria
Exhaustion	Nervous Debility	Backache	Anemia

And all disorders consequent upon a reduced state of the nervous system.



The Royal Tonic



Phosferlat has been supplied by Royal Commissions

to the British Royal Family	H.M. the Queen of Spain
to the Russian Emperor of Russia	H.M. the Dowager Empress of Russia
H.M. the King of Spain	H.M. the Grand Duchess Olga of Russia
to the King of Greece	H.M. the Grand Duchess Maria of Russia
H.M. the Queen of Roumania	The Imperial Family of China

And the Principal Royalty and Aristocracy throughout the world.

See the *Illustrated London News* of 11th, 29th & 6th Nov. 1900, and 11th, 18th & 25th Dec. 1900.

The 2/6 size contains nearly four times the 1/11 size.

PROPRIETORS—ASHFON & PARSONS, LTD., LONDON, ENGLAND.

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STRAND 1/4" to 1 1/2" CIRCUMFERENCE.	CABLE LAID 5" to 15 CIRCUMFERENCE.	1 STRAND 3" to 10" CIRCUMFERENCE.
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Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to—

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 RAIL AND SIBERIAN RAILWAY.
 TOURS arranged to ALL PARTS of the World.
 BAGGAGE collected, forwarded and insured at lowest rates.
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Figure 1 illustrates the experimental setup. A subject is seated at a table, viewing a video screen. A video camera is positioned above the screen. A horizontal bar is placed between the subject and the screen. The screen displays a target (a small circle) and a starting point (a larger circle). The subject's hand is positioned at the starting point. The distance between the starting point and the target is labeled 'D'. The distance between the starting point and the video camera is labeled 'L'. The distance between the video camera and the video screen is labeled 'L_s'. The distance between the video screen and the target is labeled 'D_s'. The distance between the starting point and the target is labeled 'D'.

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[illegible]

SHIPPING

INSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

STATIONS	To SAIL	Remarks
SHANGHAI, KOBE, & YOKOHAMA	Simla	About 1st Dec. Freight & Pass.
SHANGHAI	Delta	About 4th Dec. Freight & Pass.
SHANGHAI	Assaye	About 8th Dec. Freight & Pass.
SHANGHAI	Nubia	About 10th Dec. Freight & Pass.

For further particulars apply to the Agents, Messrs. J. A. Hewitt, 111 King's Building, Hong Kong.

CANADIAN PACIFIC ROYAL MAIL
STEAMSHIP LINE.
VIA VANCOUVER AND
THE CANADIAN PACIFIC RAILWAY.
PROPOSED SAILINGS FROM HONGKONG AND ST. JOHN N.B.
SUBJECT TO ALTERATION.

FOR VANCOUVER	FOR LIVERPOOL
From Hong Kong	From St. John N.B.
EMPEROR OF RUSSIA, Dec. 27	EMPEROR OF BRITAIN, Dec. 27
EMPEROR OF JAPAN, Dec. 28	EMPEROR OF BRITAIN, Dec. 28

The EMPEROR OF RUSSIA and EMPEROR OF JAPAN are new quadruple screw steamers of 18,000 tons gross, 30,000 tons displacement, 22 knots, fastest and most luxurious on the Pacific.

All steamers of the Company provide first class passenger accommodation of the Atlantic.

Each Trans-Pacific steamer connects at Vancouver with a Mail Express Train and at St. John N.B. with the Atlantic Mail Steamer as shown above. The Empress of Britain and Empress of Japan are magnificent vessels of 14,000 tons, 22 knots, and are regarded as second to none on the Atlantic.

PASSAGE RATES, HONGKONG TO LONDON

Steamer	Optional Atlantic Port	Rate
EMPEROR OF RUSSIA	Atlantic	\$71.10
EMPEROR OF JAPAN	Atlantic	\$65.00

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamer of the Pacific Mail S.S. Co. or by the Japanese Mail S.S. Co. If desired, travel by rail between ports of call.

SPECIAL THROUGH RATES (First Class only) are granted to Naval and Military Officers, American Civil Service Officials, Missionaries, etc.

Full particulars on application to Agents, J. A. Hewitt, 111 King's Building, Hong Kong.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	SAILING DATES
MARSHALLS, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID	MISHIMA MARU, Tons 18,000	WEDNESDAY, 3rd Dec. at Daylight
VICTORIA, B.C. & SEAT. via SHANGHAI, KOBE, YOKOHAMA & YOKOHAMA	KAGA MARU, Tons 12,500	WEDNESDAY, 17th Dec. at Daylight
KOBE & YOKOHAMA	AKI MARU, Tons 12,500	TUESDAY, 2nd Dec. at Noon
YAGASAKI, KOBE AND YOKOHAMA	HADO MARU, Tons 12,500	TUESDAY, 16th Dec. at Noon
YAGASAKI, KOBE AND YOKOHAMA	HATACHI MARU, Tons 12,500	THURSDAY, 4th Dec. at 11 a.m.
YAGASAKI, KOBE AND YOKOHAMA	TOTTORI MARU, Tons 12,500	MONDAY, 1st Dec. at Noon
YAGASAKI, KOBE AND YOKOHAMA	BOMBAY MARU, Tons 6,000	(SATURDAY, 29th Nov. at Noon)
YAGASAKI, KOBE AND YOKOHAMA	KUMANO MARU, Tons 9,800	WEDNESDAY, 17th Dec. at Noon
YAGASAKI, KOBE AND YOKOHAMA	TANGO MARU, Tons 13,500	WEDNESDAY, 16th Dec. at Noon
YAGASAKI, KOBE AND YOKOHAMA	HANUKI MARU, Tons 12,500	(SATURDAY, 29th Nov. at Noon)
YAGASAKI, KOBE AND YOKOHAMA	RANGKON MARU, Tons 6,000	TUESDAY, 2nd Dec. at Noon

PASSENGER SEASON—1914

STEAMER	Tons	Sails	Day
NIYASAKI MARU	18,000	11th	January
KITANO MARU	12,500	24th	February
IYO MARU	18,000	11th	March
YAMATO MARU	18,000	24th	April
KAMO MARU	18,000	11th	May
KASHIMA MARU	18,000	24th	June

FOR AMERICA

STEAMER	Tons	Sails	Day
SHIZUOKA MARU	12,500	27th	January
YAMATO MARU	12,500	10th	February
YAMATO MARU	12,500	24th	February
YAMATO MARU	12,500	10th	March
YAMATO MARU	12,500	24th	March
YAMATO MARU	12,500	7th	April

HONGKONG'S MUSICAL HISTORY
BY H. L. GARRATT

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SOME FEATURES OF SERVICE

Electric Fans, Swimming Tank, Orchestra, Amusements, Wireless Telegraphy, Submarine Signal Service and Bilge Keels.

Cuisine under personal supervision of Mr. V. Moroni, one of the World's most famous caterers.

First-Class to London, Single, \$110.00; Round Trip, \$210.00.

First-Class to San Francisco, Single, \$60.00; Round Trip, \$110.00.

First-Class to Yokohama, Single, \$30.00; Round Trip, \$55.00.

HONGKONG-MANILA SERVICE

FROM HONGKONG	TO MANILA
Leave Hong Kong	Arrive Manila
Dec. 20, 11 a.m.	Jan. 1, 11 a.m.
Jan. 1, 11 a.m.	Jan. 11, 11 a.m.
Jan. 11, 11 a.m.	Jan. 21, 11 a.m.

TOYO KISEN KAISHA

SAN FRANCISCO LINE.
via SHANGHAI, MANILA, the INLAND SEA
JAPAN and HONOLULU

Sailings from Hongkong—Subject to change without notice.

Steamer	Displacement	Leave Hongkong
HONGKONG MARU	11,000-18 knots	Friday, 28th Nov.
SHINYO MARU	22,000-21 knots	Thursday, 4th Dec.
CHYO MARU	22,000-21 knots	Monday, 22nd Dec.
NIFFON MARU	11,000-18 knots	Wednesday, 14th Jan.
TENYO MARU	22,000-21 knots	Saturday, 17th Jan.

Intermediate Service via MANILA omitting Shanghai.

All Steamers will be despatched at NOON.

First-Class to London, \$71.10; Return (6 months), \$210.00.

First-Class to New York, \$200.00; Return (6 months), \$596.10.

First-Class to San Francisco, \$245.00; Return (6 months), \$538.00.

The Intermediate Rates to NEW YORK and SAN FRANCISCO are 20 lower for Single Journey and 114 lower for Return than above rates.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by the steamer of the Pacific Mail S.S. Co. or from VAN COUVER by the steamer of the Canadian Pacific Railway Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.
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Thence by Trans Andean Route to Buenos Aires.

ANYO MARU, 18,500-19 knots, WEDNESDAY, 10th DEC. at Noon.

For full particulars as to Passage and Freight apply to S. MORIMOTO, Agent, KING'S BUILDING (Opposite Blake Pier).

THE EASTERN & AUSTRALIAN MAIL SERVICE

TO AUSTRALIA, via MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG	LEAVE HONGKONG
EMPIRE	Dec. 1, 11 a.m.	Dec. 1, 11 a.m.
EMPIRE	Dec. 1, 11 a.m.	Dec. 1, 11 a.m.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All Steamer cabins have Electric Fans. A fully qualified Doctor and Surgeon are carried. For further particulars, apply to GIBB, LIVINGSTON & CO. Agents.

DOUGLAS STEAMSHIP CO., LD.

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HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light, Excellent Cuisine.

FOR SWATOW, AMOI & POOCHOW AND RETURN (Completing 9 to 10 Days).

STEAMERS	ARRIVE HONGKONG	LEAVE HONGKONG
HAIYAN	Dec. 1, 11 a.m.	Dec. 1, 11 a.m.
HAIYAN	Dec. 1, 11 a.m.	Dec. 1, 11 a.m.

FOR SWATOW AND RETURN (Completing 1 Day).

STEAMERS	ARRIVE HONGKONG	LEAVE HONGKONG
HAIYAN	Dec. 1, 11 a.m.	Dec. 1, 11 a.m.
HAIYAN	Dec. 1, 11 a.m.	Dec. 1, 11 a.m.

Passengers will arrive at and depart from the Company's Wharves, opposite Blake Pier.

For Freight and Passage apply to DOUGLAS, GIBB & CO.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, CEBU & ILOILO	CHITRA	Nov. 26, at 4 p.m.
SHANGHAI	KUICHOW	Nov. 27, at Noon
SHANGHAI, KAIHOKU & HAIPOONG	SUNGLANG	Nov. 27, at 4 p.m.
SHANGHAI & TIENTSIN	YINGCHOW	Nov. 29, at Noon
MANILA, CEBU & ILOILO	TAKING	Dec. 2, at 4 p.m.
SHANGHAI & TIENTSIN	LIANGCHOW	Dec. 4, at 4 p.m.
SHANGHAI & TIENTSIN	LIANGCHOW	Dec. 6, at Noon

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANTU'.

MANILA LINE. Twin Screw Steamers 'Chibua', 'Taming', & 'Teen' equipped with electric fans, electric lights, electric fans fitted. Extra state-rooms on deck, etc. 'Taming' and 'Teen'.

SHANGHAI LINE. The Twin Steamers 'Anhui' and 'Chenan', and the S.S. 'Luchow', and 'Yingchow', having excellent accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

P.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

REDUCED FARES: Single \$45 Return \$75.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
TIENTSIN	CHITRA	WEDNESDAY, Nov. 26, Daylight
SHANGHAI	RANGSANG	FRIDAY, Nov. 28, Daylight
TIENTSIN	CHITRA	FRIDAY, Nov. 28, at Noon
SINGAPORE, PENANG & CALCUTTA	HITSANG	SATURDAY, Nov. 29, at Noon
SANDAKAN	YUENSANG	SATURDAY, Nov. 29, at 2 p.m.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	WEDNESDAY, Dec. 3, at Noon
MANILA	LOONGSANG	SATURDAY, Dec. 6, at 2 p.m.

RETURN TOURS TO JAPAN. (Occupying 34 days).

HE steamers 'Katsura', 'Nippon' and 'Yokohama' leave about every 3 weeks for Shanghai and Japan, stopping at Kobe (Inland Sea) and Moji to Hongkong. Time occupied 30 days. This service is supplemented by the 'Katsura', 'Nippon', 'Yokohama' and 'Yokohama' leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified Surgeon is also carried.

Passengers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Kadal, Lahad, Davao, Singapore, Davao, Zamboanga and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN YOKOHAMA, KOBE, HONGKONG & RANGOON.

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The S.S. will be despatched for Yokohama, Kobe and Moji at an early date taking cargo and passengers at current rates.

For Freight & Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO CHANGE WITHOUT NOTICE).

SHIRE LINE SERVICE—HOMeward.

FOR	STEAMERS	DATE OF DEPARTURE
LONDON & ANTWERP	'DENIGHEIRE'	24th Nov.
LONDON & ANTWERP	'DEN OF GLAMIS'	26th Dec.

TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

FOR	STEAMERS	DATE OF DEPARTURE
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	'DEN OF AIRLINE'	27th November
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	'MERIONTHSHIRE'	31st December
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	'GLENROTH'	18th January

For freight and further particulars, apply to JARDINE, MATHESON & Co., Ltd., AGENTS.

BRITISH INDIA S. N. CO., LTD.

A.P.C.A. LINE

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. G. ARGAR, 4,800 tons, Capt. Drake, will be despatched for SHANGHAI, KOBE and MOJI on 27th November.

S.S. 'DUNDEE', 4,800 tons, Capt. O. Fullerton, will be despatched for YOKOHAMA, KOBE and MOJI on 4th December.

WESTWARD

S.S. 'TORILLA', 4,800 tons, Capt. Sargent, will be despatched for SHANGHAI, KOBE and MOJI on 29th November.

S.S. 'DUNDEE', 4,800 tons, Capt. Sargent, will be despatched for YOKOHAMA, KOBE and MOJI on 4th December.

For freight and further particulars, apply to JARDINE, MATHESON & Co., Ltd., AGENTS.

SHIPPING

THE 'INDRA' LINE, LIMITED.
FOR SAN FRANCISCO.

THE Steamship 'INDRAMAYO'

Will be despatched at above on 18th November.

For freight and further particulars, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215 Sub. Ex. 9.

Hongkong, Nov. 19, 1913.

Through Bills of Lading issued for BATAVIA, PERMAN GULF, COAST OF INDIA, AMERICAN AND SOUTH AFRICAN PORTS.

For further particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, Nov. 22, 1913.

For EUROPE via PORTS OF CALL.

THE I.G.M. Steamship 'PRINZ EDEL FRIEDRICH'.

Captain C. MURPHY, will be despatched from here on WEDNESDAY, the 26th November, and is due to arrive in GENOA on the 22nd December.

This Steamer gives splendid opportunity to reach Home at 100 in time for Xmas. Early Booking Recommended.

For further particulars, please apply to J. M. O'BRIEN & Co., General Agents, Norddeutscher Lloyd, Hongkong, 6th Oct. 1913.

For further particulars, apply to J. A. HEWITT, Superintendent.

Hongkong, Nov. 22, 1913.

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